FLOUR.

The Champlain Canal.

The following letter contains some interesting tonnage statistics:

Thor, N. Y., Sept. 17, 1873.

Hon. Win Windham, Chairman of the United States Senge Committee on Transportation: Sin,—I have the honor to acknowledge the receipt of your letter of a recent date, asking for a statement of the average custom house tonnage of the Champlain canal boats, represented by the vessels which take out marine curollments and license at this office. A careful examination of the records of this office shows that any other port in the State, i. e. at their home port, or the place where they are owned. When a marine license is issued it is good for the year anywhere in the "coasting trade." The business of canal boats is not confined to a single canal. They go whenever the highest freights and the best business attracts them. Thus a boat licensed at this port and hailing from any place on the Champlain canal, may be employed all the year on the Eric or other canals, or a canal boat owned and documented at Baffaton may be employed exclusively on the Champlain canal. The trefore the records which your letter calls for.

The absence there are letter to the records which your letter calls for.

The absence there are been to kindle in nearly the containing that he began to buse the do have a supplying to the business of the containing the laddes between him and the shore. They suggested that it was time to go out, but the thought it was end if the most delightful time of day for bathing, and did not feel as cold the thought it the most delightful time of day for bathing, and did not feel as cold the head seed them not to wait for him, but they were in no hurry and would rather white a few minutes than not. They said them not to wait for him, but they were in no hurry and would rather white a few minutes that it was the day for bathing, and did not feel as cold them not to wait for him, but the would take than not. They suggested that it was time to go out, the they suggested that it was time to go out the them

of this office fail to turnish the information which your letter calls for.

The place where a boat is built is usually painted on the stern of the boat with the name and affords some indication of the hail-point and locality from which such

had-point and locality from which such boat makes her voyages. I send herewith a statement of boats and their tomage documented at this office which purport to bail from places along the Champlain canal.

I can, however, give you information relating to the tomage of our State canals from other reliable sources, and tacts from which you can draw conclusions. Thus the

Total number of tons (reight, which came to the Hudson river from the Eric canal in 1872, was Difto from Champlain canal.

2,610,405 917,509 It should be borne in mind that the ton-nage of all the canals of the State that came to tide water (except the Champlain canal) is included in the Eric canal statement. Thus we have the

Eric canal and feeders,
Chenange canal
Black River canal, feeder and river,
Oneda lake and canal feeder,
Oneda lake and canal feeder,
Oneda lake and canal feeder,
Adjuncts of Oswego canal, viz, Oueda,
and Senesa river improvements, etc.;
Caying and Senesa canal,
Crooked Lake canal,
Chenang canal and feeder,
Genesee Vally canal and Danevite,
sidecut,

Thus of the 900 miles of canals in the State there are 361 of the Erie canal proper, and of the other canals tributary to the Erie canal (exclusive of the Champlain canal.) that send their tonnage to the tide-waters of the Hudson river through the Erie canal, and 458 miles of diateral canals. Total of the Erie canal and is tributaries, 819 miles. The Champlain canal properties 66 miles in The Champlain canal proper is 66 miles in length, to which is added the Glens Falls feeder, 12 miles, pond above Troy dam, 3 miles, total stumiles. The total tonnage of the 819 miles of E ie canal and its tributaries sent to tidewater in 1872 was 2,670, 405 tons. This other pages of 3,918.1.9 405 tons. This gives a tounage of 3,2481-2 tons coming to tidewater for the Eric canal and tributuries, to each mile thereof. Or, if the 361 miles of Eric canal be credited with the entire tonnage sent to tidewater through the lower part of the Eric canal by the 45s miles of other canals of the State (not including the Champlain canal,) there would be an average tonnage of 7,397 1-4 tons to the mile. Total tonnage of the Champlain canal sent to tidewater in 1872, 677,599 ton. The total lower felt. 977,539 tons. The total length of the Cham-plain canal, including twelve miles of feeder plain canal, including twelve miles of feeder and three miles of slack-water navigation above Troy dam, is \$1 miles. The tennage to tidewater of the Champlain canal was more than 12,0674 tons to the mile for the year 1872, or 4,670 tons more than the Eric canal to the mile, giving the Eric canal the benefit of all its tributaries, and taking only its own length, excluding tributaries, in the estimate. The amount of tolls received on the Frie canal for 1872 was \$2,749,400.-97 was \$7.616.07 to the mile. The amount of tolls for the same period on the Champlain canal was \$173,541,54, or an average of \$2,142.49 to the mile.

It will thus be seen that while there was

It will thus be seen that while there was nearly double the tonnage to the mile on canal going to tile-water, that the tolls per mile paid on the Champlain canal were very considerable less per mile than those of the Erie canal. The cause of this great difference arises from the fact that articles which constitute the bulk of the tonnage reaching tidewater via the Champlain canal, pay very considerably less toils than do the articles which constitute the bulk of the tonnage coming to tide-water by the Eric Canal. Thus lumber, timber, iron ores and coal are the great staples that make up the tonnage of the Champlain Canal, and on these the canal tolls are low. On the contrary, the products of the great West grains, etc., constitute the bulk of the tonnage coming to tide-water on the Eric Canal, and on these the canal tolls are much high-er than on the main articles of freight tran-sported via the Champlain Canal. In weighing the question of the cheapness of routes of transportation to the seaboard from the West, it seems to me that it is an important consideration whether canal tolls shall be paid on crossing the State of New York on a bushel of grain for three hundred and sixty-one miles of canal (the length of the Eric,) or only sixty-six miles (the length of the Champlain Canal proper from Lake Champiain to the Hudson.) As your committee are in search of infrrmation on this subject, you will pardon me for sending you something more than the mere answer in figures to the inquiries made. Respectfully your obedient servant, C. L. MacAurmen.

Brendful Predicament. WHAT HAPPENED TO A GALLANT ST. LOUIS

Judge Jones of circuit court No. 5, ha been recuperating at Narragansett Pier for several weeks, where his gallantry made him a universal favorite with the ladies. The judge exerted himself to the utmost to make himself agreeable, and was so suc-cessful that the fair boarders in time came

cessful that the fair boarders in time came to consider no excursion or drive complete without Judge Jones, while the timid ones would not trust themselves in the surf without his protecting arm.

This state of things was highly satisfactory to all but a few of the gentlemen, who felt jealous of Judge Jone's popularity. The ladies felt grateful to Judge Jones, and Judge Jones enjoyed the society of the ladies, while the jealous few smothered their wrath and waited for revenge. They had it one evil day, when the clouds hung dark and low over the beach. The judge lad not intended to bathe that day, as the river was chilly and the wind raw. He was afraid of catching cold, and he felt cold, but the ladies wished to bathe. The judge feebly remonstrated, but was overruled. He had never before hesitated when asked to watch over his fair friends in the surf, and could not described. to watch over his fair friends in the surf. to watch over his fair friends in the surf, and could not do so then, so bathing suits were donned, and the party tripped across the beach and entered the water. The party was large at first, but the water was cold, and one by one, they walked dripping and shivering away to find warmth and comfort in dry clothes. The judge wanted to go, too, but could not until the last of his flock was frozen out, and it would have been impolite to insist on an adjournment until was frozen out, and it would have been impolite to insist on an adjournment until they were ready to go. He was congratulating himself that it could not last much longer, and was vainly endeavoring to conceal his distress shown in blue lips and chattering teeth, when a frightful accident occurred, which the judge then thought sufficient to embitter the whole of his after life. His bathing suit was far from roomy; in fact, it fitted his manly form almost too closely, and the shrinking of the cloth is in fact, it fitted his manly form almost too closely, and the shrinking of the cloth in the water, or some contortion of his, caused a sudden report. The judge felt that something had given way, and furtively examined the pantaloons and the huge rent as well as he could without breaking his neck or using a mirror. He found that he was not in party costume, and immediately examined in party costume, and immediately examined the party costume.

The Grand Jury of Clinton county found twenty-six bills of indictment last week.

A horse-unit factory has been erected at Keeseville. Ten machines will be operated.

The Clinton County Sunday School Association was held at East Chazy, Sept. 24. After the 25th inst, the line boats on Lake Champlain will go no farther north than Plattsburgh.

The Aldine for October centains among other faultless engravings, one of Eliza-beth Valley, Essex county, which alone is worth twice the cost of the number.

Protracted meetings are now being held in the Wesleyan church in the west part of the town of Johnsburgh, Warren county. A good many persons have been converted. Mr. Henry Bradley visited Newcomb, Warren county, a few days ago and, while rambling through the woods, he discovered a bed of mica, which he describes as very extensive.

Mrs. Eli Lewis of Plattsburgh, eighty-seven years of age, since October 21st has spun two hundred and forty knots of yarn, besides doing considerable general work about the hou

Col. George H. Pierce, out of the firm of Jewett, Pierce & Co., the original contrac-tors for building the Sackett's Harbor & Saratoga Railroad, died at his residence in Dover, N. H., on Sunday of last week

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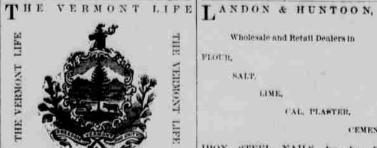
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MAIL.—Leave Ordensburg of 6510 p. in., 85, Albans at 6520 a. in., ithrilington at 850 a. in., 86, Rothard at fixing p. in., Bellows Falls at 2500 p. in., arriving at New Lordon at 2520 p. in., connecting with steamer for New York.

NEW YORK EXPITESS.—Leaves St Albans at 260 a. in., Burlington 1620 a. in., arriving in. Burlington 1620 a. in., arriving in. NIGHT EXPITESS.—Leaves Ordensburg at 12155 p. in., Plattsburg 850 p. in., Montreel 850 p. in., Burlington 210 p. in., Ruthard 12250 a. in., Berlington 210 p. in., Ruthard 2250 a. in., Berlington 2250 p. in., Ruthard 225

h. m. MIXED TRAIN,—Leaves Burlington at 200 p. m., arriving in Bulland at 749 p. m., Leaves Rutland at 420 a. m., Bellows Palls 750 n. to., (accommodation train), arriving at New London (1810 n. m.) it 5:10 p. m. MIXED TRAIN.—Leaves Rutland at 5:00 p. n. arriving to Bellows Falls at 10:00 p. m.

Leaves Butland at 1533 and 5540 n. m., and 255 Leaves Buttand at 143 and 550 a, m., and 250 and 550 p, m.

MAIL—Leaves New London at 550 m, m., Springfleid 850 a, m., Sellows Falls 1536, Rutiand 250 p, m., arriving at Post Renry at 500 p, m., Burilagton 550 p, m., St. Albans 650 p, m., Montreal 245 p, m., Oglensburg 145 a, m., making connections with trains for the West,

EXPRESS—Leaves Butland at 550 p, m., St. Albans at 855 p, m.

for the West,

EXPHESS—Leaves Butland at 5885 p. m., St.
Albans at 855 p. m.

NIGHT EXPRESS—Leaves New London at 515 p. m., Springheid at 818 p. m., connecting with train leaving New York at 238 p. m., Butland 1818 p. m., Springheid at 818 p. m., connecting with train leaving Boston at 518 p. m., Connecting with train leaving Boston at 518 p. m., Enthand 1818 a. m., Butland 1818 a. m., Eaves Butland at 518 p. m., Leaves Butland at 518 p. m., Leaves Butland at 518 p. m., Leaves Butland at 518 p. m., MIXED THAIN,—Leaves Bellows Falls at 4130 a. m., arriving in Rutland at 528 p. m., arriving in Rutland at 528 p. m., arriving in Rutland at 528 p. m., Trains leave Butland p. p. m., and St., Trains leave Butland p. m., arriving in Rutland at 528 p. m., arriving in Rutland a

St. Albans, Vt., June ad. 1873. HARLEM EXTENSION RAILROAD.

CHANGE OF TIME. 1872. SUMMER ARRANGEMENTS, 1873, On and after Monday, June 28th, 1872, (rains will run as follows:

MIXED.—Leaves Rutland at 2898 a. m., Connecting at 83tate Line with train for Trop.

MAIL.—Leaves Rutland 8,30 a. m., and making close connections at Chatham 4 Corners with trains for New York, Albany, Rudson, and both east and west on R, & A. R. R.

MIXED.—Leave Rutland at 2,25 p. m., to Bennington and Troy.

SUNDAY MILK TRAIN (with passenger car attached).—Leaves Rutland at 7,30 a. m.

FARE. Rutland to New York to Albany, to Hudson, ARRIVE AT RUTLAND. Mail, 9.25 p. m.; Mixed, 12.08 p. m.; mixed 7.30 p. m.

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